

**Summary of Initial Input from North Park Community Plan Update Advisory Committee  
Meeting #1 Regarding the Commercial Elements and Transportation & Circulation Elements  
(November 18, 2010)**

COMMERCIAL ELEMENT	
1.	Height levels, this has been suburbia. I'd like to see <b>height limits</b> .
2.	Horizontal because of the 2 main transportation corridors. <ul style="list-style-type: none"> <li>a. If you look at Otay, <b>805 bifurcated the community</b>.</li> <li>b. I'd like this community to <b>consider the vertical element</b>.</li> <li>c. There's a plan that has been out there for 15 years that focuses on <b>linkages, such as between North Park and Jefferson</b>. Let's consider this.</li> </ul>
3.	I say <b>vertical</b> because I see El Cajon, University, and Adams going this way. Some kind of <b>park and public facilities linkage between northern part and southern part of community</b> .
4.	Does this plan <b>connect Oregon Streets with all the schools?</b>
5.	Is it <b>connecting all the pocket parks and schools?</b> Is that what is meant?
6.	Sustainability issue, consistency with other elements we create. <b>Focusing on sustainability in the design element</b> .
7.	<b>Visual clutter</b> , we are in serious <b>need of a code compliance/enforcement</b> department that responds to community <b>complaints about banners on buildings</b> . <ul style="list-style-type: none"> <li>a. How to help make it go away.</li> </ul>
8.	<b>Utility boxes</b> - people coming out of their front door to find a big box, <b>takes away parking</b> . <ul style="list-style-type: none"> <li>a. <b>It's ugly</b> takes away beauty.</li> </ul>
9.	We've been operating under the previous Community Plan for a long time and we try to anchor our complaints or support to it. <ul style="list-style-type: none"> <li>a. All of this will be meaningless unless we <b>get teeth from planning department and development services</b>.</li> <li>b. I trust you but there <b>can't be other agendas operating, political agendas</b>.</li> </ul>
10.	When I drive into North Park from University Ave from Hillcrest. When I get to the <b>bridge</b> , it is <b>not a welcoming feeling</b> . Not welcoming until close to 30 <sup>th</sup> Street. <b>University</b> at this end is <b>not welcoming</b> for quite a long stretch. <ul style="list-style-type: none"> <li>a. Off <b>805, more welcoming</b>.</li> <li>b. <b>El Cajon Blvd</b> too.</li> </ul>

COMMERCIAL ELEMENT (Continued)
<p>11. Back to the teeth of a Community Plan, what is the enforceability? I'd like to address some of these issues. What are the <b>end runs</b> that <b>Development Services can do</b> around it, so we can <b>plug those up now</b>?</p> <ul style="list-style-type: none"> <li>a. Is there a <b>limit on plan amendments</b> that can be made?</li> <li>b. Big pet peeve through urban design is when apartments get approved and then <b>during construction they come to us and we can't give input into the urban design element</b>.</li> <li>c. Opportunity to see <b>how CN-1 code would work</b> and it <b>completely supports the Community Plan</b>. Bring construction out to street corner. In this case KFC, the general position of the city was that we've been letting them do it because otherwise the building won't be rebuilt. But need to <b>build it up to code</b>. <ul style="list-style-type: none"> <li>i. We have the exact same thing going on with Jack in the Box now. It's a voluntarily rebuild, then it has to be in conformance, but that didn't occur.</li> </ul> </li> </ul>

TRANSPORTATION & CIRCULATION ELEMENT (Continued)
<p>1. Past philosophy for reducing traffic was to add lanes. We now focus on traffic calming measure and not creating more freeways. We <b>don't want more lanes on Texas or 32<sup>nd</sup> Streets</b>.</p>
<p>2. Need more <b>protection for bike riders</b> either separated from the main roads or integrated into the main roads.</p>
<p>3. <b>Consider light rail through North Park along University and down 30<sup>th</sup></b> to connect the entire community.</p>
<p>4. Potential to <b>reconfigure streets to increase parking opportunities</b> and <b>decrease near collisions</b> on narrower streets by using <b>'one-ways' on the narrower residential streets</b> and <b>'two-ways' on the wider streets</b>.</p>
<p>5. Bus routes have been cut. <b>Consider a dedicated express bus from the (30<sup>th</sup> Street) parking garage to the existing trolley stops in Mission Valley and Downtown</b> similar to a park-and-ride lot.</p>
<p>6. <b>Consider a 'green corridor' connecting Adams Ave. to Balboa Park – an educational and recreational corridor through schools and the park closed off to auto traffic for bike lanes</b>.</p>
<p>7. <b>Thru traffic should go through the business districts and not through residential neighborhoods</b> (especially bus traffic).</p>
<p>8. View <b>pedestrian travel as a transportation mode and as a transportation alternative</b>.</p>
<p>9. How is the <b>University Mobility Study</b> being integrated?</p>
<p>10. The existing community plan's objectives are still relevant, but nothing has been achieved. <b>Getting all objectives and a shared vision between the three communities will push implementation</b>. This should be a <b>topic when the three advisory committees meet</b>.</p>

11. <b>Focus on community gateways</b> , such as the <b>Georgia Street Bridge</b> as well as <b>linkages between communities</b> .
<b>TRANSPORTATION &amp; CIRCULATION ELEMENT</b>
12. There is a <b>lot more bike and walking activity between North Park and Hillcrest</b> . <b>Need better connectivity</b> (e.g. pedestrian/bicycle bridges at intersection between Washington St and El Cajon Bl.
13. The other <b>connectivity problem is to Mission Valley</b> . <b>Texas Street does not provide good walking or biking access</b> . It would be fabulous to have a <b>decent walking path to the trails in Mission Valley</b> as well as a <b>shuttle to the trolley station via Texas Street</b> .
14. <b>University Ave. is not bike friendly</b> especially at the western end. The speed the cars move is incredible and seniors are walking and trying to cross there. It is taking way too long to get this problem addressed.
15. Add <b>more pedestrian friendly crosswalks between Upas St. and University Ave.</b>
16. Address <b>issue of automobile traffic cutting through Balboa Park</b> . Balboa Park isn't really the problem as much as downtown influences. <b>Review conclusions of police department study of Navy Hospital traffic</b> .
17. We need to make a strong statement that we don't want that to be the overflow parking for Balboa Park. <b>Arizona Landfill should not be used for overflow parking</b> .
18. "Arizona Landfill" -- yes, there is a former landfill in Balboa Park.
19. <b>Synchronize the traffic lights</b> .
20. Issue: MTS is considering eliminating the number 6 bus route from Mission Valley to North Park on Sundays.
21. We <b>need to revisit the East Mesa Precise Plan for Balboa Park</b> , including <b>traffic recommendations</b> .
22. <b>We need to be concerned</b> about where Caltrans is thinking about <b>installing more K-rail</b> (e.g. Florida Canyon and Pershing Dr.)
23. <b>Need for traffic calming measures on University Ave. and El Cajon Bl.</b> (Adams Ave. is fairly calm).

